

**BRAC-133 Advisory Group Meeting
February 16, 2011
Summary Meeting Minutes**

1. 7:00PM meeting called to order
2. Members present included Kathy Burns, James Nozar, Rick Tedesco, Gerry Chiaruttini, don Buch, Paul McMahon, John Komoroske, Donna Fossum, Jerry Dawson, Geoffrey Goodale, Julie Edelson, Mark Benedict, Ron Sturman, Dick Somers, Peter Carson, David Dexter, Nancy Jennings, and Stephanie Landrum. Staff present included Rich Baier, Abi Lerner, Jeff Farner, Adam Thiel, and David Grover. Councilwoman Del Pepper and Vice-Mayor Kerry Donley were in attendance. Also present were Gwenn Sigda of Senator Webb's office and Sharon Annear of Councilwoman Hughes office.
3. Minutes from the January 19, 2011 meeting were accepted as presented.
4. Claudia Hamblin-Katnik presented information on the status of the mitigation funds from RPA disturbance that are earmarked for a crossing and stream stabilization/restoration along Holmes Run just northwest of the Dora Kelly Nature Preserve. Natural stream design is being used and the crossing will be low-profile (approximately 1 ½ to 2 feet above mean water level). Dave Dexter asked if the project can be expedited. Claudia responded that the permitting process has taken some time due to public input, and the multi-jurisdictional nature of the project. The project is scheduled to begin at the end of summer/beginning of Fall, and should take about three months to complete.
5. Mike Snare and John Lynch presented information on behalf of VDOT on the proposed HOV/Transit Ramp at I-395 and Seminary Road. John Lynch clarified that this is the same alternative as Alternative F, which has been, and continues to be, part of the Long Term Analysis. VDOT has determined that Alternative G is not viable and has eliminated it from further analysis as it increases costs by \$100 million, complicates traffic operations, increases time of implementation significantly.

The ramp would begin approximately as far back as Sanger and would terminate at the third level flyover of the Seminary Road overpass, with a signal to allow both east and west turn movements onto Seminary Road for HOV and Transit vehicles. The estimated cost is \$80 million and the project is expected to take 24 months to complete once construction begins. VDOT projects construction to begin late in 2012. The projected timeframe for beginning the project is based on pursuing a Categorical Exclusion (CE) for the NEPA environmental documentation in lieu of an Environmental Assessment (EA), which still includes air quality and noise assessments. The primary difference between the two is that the CE does not require evaluation of additional alternatives, and saves 6-8 months and considerable funds. VDOT anticipates bringing back the analysis late this summer. There would be no impact on the Winkler Preserve from this new ramp, but there would be some impact along the opposite

side of I-395 to accommodate the ramp. Although final design has not been done, it is possible that the berm and tree line along the east side between I-395 and Van Dorn Street would be impacted. Analysis for the CE would determine the need for noise barriers. Funding for this project has not yet been worked out in detail.

Questions from the Advisory Group of the VDOT staff were then fielded. Don Buch asked if he understood correctly that City Council's action was that they agreed to drop Alternative G from further consideration, but not support the CE. The response was that he understood correctly. Mr. Buch went on to state that he found it problematic that the Categorical Exclusion meant that no alternative would be considered, and that meant that transit, which is the only viable alternative, would not be given due consideration. The response was that the HOV/Transit Ramp is a transit facility and would provide the opportunity for transit to access the Mark Center without the complex movements that would otherwise be required using the rotary, adding to the volumes and creating more friction.

Nancy Jennings inquired as to VDOT's schedule for completion of the Long Term Analysis.

Mike Snare responded that he projected completion is late this summer.

Dave Dexter inquired if this would affect the Winkler Preserve. Mike Snare responded that it would not. Any additional land would come from the opposite side of I-395 to accommodate the widening. Dave Dexter also asked how the west turn movement worked. Would the vehicles be able to turn left into Mark Center Drive? Mike Snare responded that they would be able to make the left at Mark Center Drive.

Dick Somers asked if the Army has considered a response to Congressman Moran's request for a delay in occupying the BRAC-133 facility. Paul McMahon responded that the DoD was preparing a response, but they had not changed their position.

Donna Fossum pointed out that there must be consideration of the nearby hospital and emergency vehicle access to the hospital. Mike Snare responded that would be part of the analysis they were conducting.

6. Abi Lerner provided an update on recent developments with the National Academy of Sciences (NAS) report on funding of BRAC transportation needs, the Defense Authorization Bill (DAB), and the various staff efforts to pursue funding for the short and mid-term improvements, including requests for state budget amendments and requests to DoD. The NAS report supports funding of off-base road improvements emanating from the BRAC projects and pointedly spoke to the BRAC-133 project. Recommendations include a one-time allocation for the needed road improvements and changes to Defense Access Road (DAR) program rules to allow funding of road improvements in urban areas. Staff met with

the staff members of US Congressional Delegations to urge them to continue pursuit of all funding options.

7. Paul McMahon provided an update on the status of the DASH Enhanced Transit Cooperative Agreement, saying that the DoD will probably be ready to report on this at the end of February. Mr. McMahon also reported that he was not aware of any changes or movement with respect to the request for funding the GRIP program.
8. With regard to the open space mitigation payment request made by the City to DoD, David Grover reported that DoD has reported that they have authority to provide that type compensation payment, and hoped to be able to report on that at the March meeting. David Grover also reported that the final report on the Short and Mid-term Road Improvement Analysis had been forwarded to the FHWA by the VDOT consultant.
9. David Grover then reported on the Tracking Matrix items that had not been discussed during the course of the meeting. He pointed out that there had been a request to add the request by Don Buch for a BRAC-133 Cost/Benefit Analysis to the matrix, and that staff would make that addition.
10. The next meeting was announced for March 16, 2011.
11. The meeting adjourned at 9:00PM